

THE DAILY BEE

R. ROSEWATER, EDITOR

PANDOCK'S song to that historic first ballot: "I'm waiting my darling for thee."

It is said that the electric light will produce freckles. This accounts for the strong feminine opposition to the new invention.

SENATOR BLAINE is already addressed facetiously as "Mr. Secretary," and it is said that his resignation is already written. This will annoy Roosevelt more than Sprague and his shot-gun.

JACOB RICH has been confirmed by the senate as pension agent for Nebraska and Iowa, with headquarters at Des Moines. The annual business is said to amount to several millions yearly, and there is little doubt that Jacob has struck it rich, this time.

The bill to legalize dissection should command itself to the legislature. A provision should however be inserted requiring the decent burial of the remains of dissected subjects, and prohibiting the export of bodies out of the state for medical purposes.

The wonderful power of the Irish Land League over the people of Ireland is shown in the repression of lawlessness and disorder more than in any concerted action in its members. The ability which this singular organization has shown in preventing armed collisions between the people and the military is a remarkable evidence of its power.

The defeat of the home rule amendment in the house of commons was a matter of course. Its friends never anticipated its passage and framed it simply to place themselves on record as opposing coercive measures in Ireland. Both liberals and conservatives united in voting it down, and after twelve days of fruitless discussion parliament has begun the business of the session.

GAMBETTA'S success in the late French elections has been a complete triumph for the moderate republicans and a severe disappointment to the communists and Bonapartists. The communists have little reason for disappointment. Their forces, though strong in numbers, are scattered and disorganized. Although a party of deep-seated convictions and genuine principles, with courageous leaders, they are rent by factions and debilitated by constant disputes as to candidates. Their real leader is Louise Michel, a gray-haired woman of fifty, with the courage of a martyr and the perseverance of a saint. The Bonapartists, on the other hand, are without leaders and without followers. Over such opponents, Gambetta's triumph was a foregone conclusion.

This is an era of magnificent enterprises, and the next decade will witness the execution of the grandest projects ever realized in this or any other country. Corporations are consolidating and pooling interests. The railways of the nation are now controlled by two or three capitalistic entities of unbounded wealth and unlimited means. Immense sums of money and stock are seeking investment. The stream of golden wealth is pouring from the continent to our shores, ready to aid any undertaking, however daring, which promises remunerative returns. The new railroads already in contemplation or in course of construction will give employment to hundreds of thousands of people. The Northern and Southern Pacific roads are being pushed with energy. The January number of the *Railway Age* contained a list of twenty-one new railroads, and it is an extremely dull day that does not chronicle the incorporation of one or more new companies. A railroad is projected from the City of Mexico to the Rio Grande. Across the lakes and on Canadian coasts are striving to complete their Pacific railroads. Hardly a day passes but new companies are incorporated for some industry. In the south men are talking about grand consolidated cotton and sugar companies, and schemes for working up raw material near the field of its production.

Other countries are equally interested. France is investing \$1,000,000 in railroads and canals. De Lesseps easily secured the vast amount of money necessary to begin his gigantic Panama canal scheme. Capt. Eggle's scheme for a ship railway across the Isthmus of Tehuantepec seems to be assuming a tangible form, and he agrees, if properly encouraged, to construct a road upon which he can carry the largest steamships, with their cargoes from ocean to ocean, for a distance of 112 miles. The Mexican government has given to the enterprise a subsidy of \$1,000,000 acres public lands, together with important concessions. This, however, is far short of the \$75,000,000 which is absolutely necessary for the realization of this enterprise.

General Grant is agitating the subject of a Nicaraguan canal with good prospects of success. In an able article on this subject the *Cleveland Leader* says: "In the midst of these great enterprise companies and industrial projects of minor importance are springing up all over the country. We have a railroad boom, a manufacturing boom, a mining boom and a general business boom. We will soon have an active real estate boom. Many will make large fortunes and many will lose what they have. It is superfluous to advise people to be prudent and keep out of all speculations which are now firmly anchored in the most secure channel of commerce. They will invest wherever they think they see a chance of getting rich, and as a natural result many of them will emerge from the boom wiser, sadder, and perhaps poorer than they went into it.

ENCOURAGE IMMIGRATION.

The present session of the Nebraska legislature should take steps towards directing to our state the great tide of emigration which is flowing from Europe to the eastern shores of this continent. Other states have long ago demonstrated the advantage of advertising their capabilities and resources. Kansas quadrupled her population and built up her frontier by a generous use of printers' ink. Iowa and Minnesota have received the lion's share of the census of advertising in the east, and Nebraska, through the aid of her railroad companies and their literary bureaus has received a small portion of the successful wave of immigration which have annually set their faces to the fertile prairies of the west. No state or territory offers better unoccupied lands or more fertile fields for intending settlers than our own state. Competing railroad lines and neighboring boards of immigration have persistently derided Nebraska as unfit for agriculturalists, and our state has permitted the lies to go forth unchallenged, to her great loss and detriment. Let the present legislature take up the subject. Tables of facts and figures, setting forth the advantages of our state as a field for settlers, the value of our crops, our industrial and agricultural progress, our school system, our facilities for wool growing and stock raising, should be compiled and distributed. The advantages to our state of a large influx of immigrant settlers cannot be overestimated. Statistics show that there is an important relation between the stream of immigration flowing into the northwest and the current of broadheads and live stock that has set in from that region to Europe. The growth of agriculture and the increase of population in our state go hand in hand, and our greatest increase in population must come from foreign countries. Apart from the value of their labor the average amount of money and personal property brought by each immigrant into the country is estimated at from eight to one hundred and fifty dollars. The value of each individual's land and services to the state is placed by competent authorities at at least eight hundred dollars. Nebraska could well afford to spend a reasonable sum of money in inducing prospective settlers to locate within her borders. A single year would amply repay the expenditure. Our state, with her vast territory as yet unoccupied, cannot afford to be idle and watch the efforts of her sisters as they turn to their own advantage her useless inaction. Nor should the duty be left to private individuals, communities or corporations. The settlement of her unoccupied lands would accrue as much to the interest of the state at large as to the immediate neighborhood, and the state should be willing to bear the portion of the expense.

The Bar hopes that this duty will not be neglected by the legislature now in session. The coming year will witness an emigration from the old world unprecedented in history. The steamship lines are already enlarging their accommodations in anticipation of the thousands who are waiting for spring to open before they seek the shores of the new world. The southern states are agitating the subject of offering inducements for settlement and advertising the resources of their unoccupied lands. Can Nebraska afford to be idle?

The pleasant exchange of congratulations between Omaha and Council Bluffs, in which so many of our citizens participated, should mark the beginning of a new era between the two cities. They have many interests in common and both labor under the common misfortune of separation by a barrier almost as impassable as the Chinese wall. With a free bridge joining the two banks of the Missouri the pleasant scenes of Wednesday will become of frequent occurrence and new and strong ties of trade and friendship will be formed and cemented between the twin cities.

The telegraph announces that the directors of the Union Pacific railroad have watered the stock of the corporation by adding \$10,000,000 to the already highly inflated capital. What an outrageous and high handed act! The producers of the west are to be taxed to the tune of \$800,000 yearly in order to pay dividends upon this additional sum. The stock of the company already represents eight times the cost of the road and equipment, and has been paying nearly twenty per cent annually on its capitalization.

The Herald has come to the conclusion that "the Missouri river, although from a third of the year, is still one of the great commercial arteries of the northwest." A few weeks ago the Herald insisted that appropriations to better the Missouri were money thrown away on account of the practical uselessness of the river for extensive commercial transportation. "Consistency thou art a jewel," and the Herald isn't a jewel case.

The mayor has issued an order against coasting on Harney, Farnham, Douglas and Dodge streets. This is a measure alike in the interests of the boys and our citizens. In eastern cities, streets on which coasting is permitted are specially designated.

Certain Settled Principles. Among the realities which the special committee of the chamber of commerce on railroad transportation has elicited to its series of questions is the policy of stated supervision and control of railroad rates. Many ordinary value from the commuters of the state of Massachusetts. These men not only submit their own opinions in regard to the propriety of preventing discrimination and other abuses, but endeavor to lay down certain settled principles of law and public policy which should be taken as the starting point for legislation. The fact is, that the chief points which are to be disputed in the interest of railroad corporations, and which a majority of our senators last winter treated as if

open to question, are already settled beyond all reasonable controversy. The fundamental principles of state supervision and regulation of the business of transporting persons and property are embodied in the common law of England, and have been repeatedly affirmed by courts wherever this prevails. In England, and many of the states of this country, they have been incorporated in statutes for the purpose of securing a more precise application and more prompt and effective enforcement, but nowhere have they received any authoritative endorsement as principles founded in justice and public right. Seldom has any state endeavored by express enactment to curtail or restrict their operation, and where this has not been done they are in full force. It is even questioned whether a state has the power by statute to divest itself of a right in whose exercise the people have so intimate and important an interest. But, however this may be, the Massachusetts railroad commissioners show, by abundant citation of statutory recognition and judicial confirmation in several states, fortified by the decisions of the supreme court of the United States, that they are established beyond all controversy. They are as old as the common law, and as wide-reaching as governmental authority and the rights of citizens.

The power of the state to exercise control over railroads, and to regulate the manner of conducting their business in the interest of the public, should be accepted as a longer open question. All that is left for inquiry is the expediency and the proper limitation of its action. The Massachusetts commissioners have no doubt that discriminations against individuals and communities are contrary to justice and public right, and should be prevented by law. In their state they are prohibited by heavy penalties, and it is a part of the duty of the railroad commission to secure the enforcement of the law in this regard. The question of preference for persons and places was decided in England under the railroad law in a series of important cases, and by the late Chief Justice Cockburn, and the principle was firmly established that they should be rigidly prevented. That the prevention of this wrong is included in the power of the state is one of the points determined in this country by the decisions of the supreme court. Not only may it be done, but that it should be done, every state, may be taken as another settled principle. While the Massachusetts commissioners thus maintain the power and duty of the state to prevent discrimination and preferences, they do not favor a rigid fixing of the charges of railroads by public authority or even a fixing of a maximum limit. They do, however, condemn the rule of "charging" "what the traffic will bear," instead of a "reasonable rate" based on the "cost of service." They not only condemn it as unjust, but as unlawful, even where it is not forbidden by statute. In Massachusetts it is an indictable offense, and it is an "actionable wrong" wherever the common law prevails.

These gentlemen declare themselves decidedly in favor of a railroad commission as a means of securing the enforcement of the laws and the settlement of disputes between shippers and the railroads. They regard the English system of regulation as excellent in its working and deserving of imitation in every state. Under that all rates must be public and uniform for like service, and must have the approval of the commissioners, who also exercise a general supervisory and act as a tribunal for the settlement of disputes, from whose decision there is no appeal. The opinion that discriminations and preferences should be prevented and reasonableness in rates enforced, and yet that there should be no tariff or maximum limit established by law, is to be taken with that in favor of a commission, for that is the agency by which the desired object is to be accomplished, and the tramming of the business which will result from fixed rates. The advantage of the commission is to be found in the fact that it is a body with which disputes can be settled and justice secured to both parties, and the members of the Massachusetts board are of opinion that any state in which it could not do its work on account of the extent of the evil to be remedied or the influences opposed to a reform and change, is incapable of self-government. Their general conclusions appear to us to be eminently sound, and such as should be received and acted upon in this and every state. They are, briefly, that state authority over the subject is ample and well established; that discriminations and preferences should be prohibited by law, and just and reasonable rates enforced; and that a board of commissioners should be appointed for the purpose of seeing that the provisions of the law are at all times observed, and of securing by their prompt execution justice alike to the business community and the railroads.

Uniform and Cheaper Postage. There is a growing demand for a cheaper and uniform rate of postage, and the question will probably be brought prominently to public attention in the near future, as Senator Blaine has signified his intention, at an early day, to propose and vigorously urge, a universal two-cent rate for letters. No department of the government is closely associated with the common interests and every-day wants of the people as the postoffice. Scattered, as the people are, over our vast area of territory frequent visits are impossible, but inter-communication by letter is an effective substitute. The postal service is a vast system, created under the constitution and laws for the good of the people; therefore the more closely it can be brought to them, the more satisfactorily will it accomplish its purpose.

Under the reduction in rates, made a few years ago, our mail service has grown with wonderful rapidity. There are now 43,000 postoffices in the country, and the department gives employment to 69,479 persons. During the past year there passed through the mails, exclusive of foreign correspondence, 808,593,572 letters and 270,446,716 postal cards. In addition to this mass of correspondence the newspapers, magazines and kindred matter, aggregated 2,215,168,124 pieces. The department is not self-sustaining, and probably will never be entirely so. Last year the expenditures exceeded the receipts nearly \$3,500,000. Yet the people are not disposed to grumble at the extra tax necessary to make up the deficiency.

Our service has been gradually improved each year, and about all that is now needed to bring it to the standard of public demand is a universal two-cent postage rate for letters. England has had cheap postage for forty years, and we have slowly followed, after her experiments have proved successful. She now has a universal two-cent rate, and we are hampered with two and three-cent postage for local and general letters, respectively.

A uniform rate would secure economy and convenience in transporting and delivering letters, and simplify the work of the postoffices. The number of letters that annually go to the dead-letter office through the use

of two instead of three-cent stamps would be reduced many thousands, and the people would be saved much vexation and loss, growing out of such mistakes, and records of the dead-letter office show are of astonishing frequency. The experiments of the British government for the past forty years demonstrate that two cents is a fair average rate for the service rendered. Our own experience leads to the opinion that the revenue to be gained by reducing the rate is not materially, if at all, reduced by this lessening of postage. Every former reduction was followed by a corresponding increase in mail matter. Our postal facilities are now so complete that but little additional expense would be incurred in transporting and delivering vast quantities of mail matter. Many who now use postal cards in their ordinary business intercourse would, if the general letter rates were reduced to two cents, adopt letters as being decidedly preferable.

BLACK HILLS NUGGETS.

Madison county has petitioned for organization. The Lead City mills are working on short time. Rapid City is to have a cash and blind factory.

A full grown Chinaman has entered Deadwood public school. A rumor is afloat that a sale of the Grand Junction is impending.

The "Pleasant Hours" club at Deadwood has over 100 members. Rich specimens of ore have been brought in from Rawhide Butte. Deadwood's proposed new court house and jail are to cost \$25,000.

Work on a 600 foot tunnel has been commenced in the Comet mine at Galena. The buffalo are twenty thousand strong within two days ride of Deadwood.

The snow has blocked for a week the eastern mail between Deadwood and Pierre. The Keonikowide company at Galena, propose to erect an extensive works early in the spring.

Deadwood wants a skilled tanner of buffalo hides. The Press says the business would pay big. The Central City, Deadwood and Eastern road have filed their first mortgage bonds of \$1,100,000.

The contractors at the DeSmet mine can now furnish the mill with ore by working six days in a week. The roads on the freight lines are in a terrible condition. At the Cheyenne crossing snow fell to the depth of sixteen inches on the level.

The gold miners at Danbury, are looking out from two to four dollars per day, which pays them better than to sit idle through the winter. A large body of ore has been struck in the Louisa mine. The ore is of the same character as the Flora, Belle, Badger and other mines on the same vein. The ledge was found after sinking through bed rock.

Frank Day, a miner in one of the Bonanza mines, fell down an open cut twenty-five feet, striking on his head; fell fifteen feet more and struck on his feet. Very strange to say, he came out with only a stain and scalp wound. A rich silver discovery has been made one and a half miles northeast of Sheridan, near Horse creek. The ore is said to be rich in silver, and we are told tests have been made which return \$60 per ton.

The Cross mill at Custer is about ready to drop its stamps. Everything is in place except the small pieces of machinery, which was left out by accident or lost by shipping. They are expected to arrive in a few days and then the mill will then start up.

Work on the King Solomon mine continues incessantly. The main shaft has attained a depth of eighty feet, and the ore is very rich. The ore in the bottom of the shaft is said to be fully equal, if not superior, to any discovered in the country. The old Charlie mine is to be a new mill of 20 stamps right away, it is now ordered, and will be on the ground just as soon as it can be transported. This shows that the mine is now suffering under a season of dull times, that the future is all right. So long as new mills keep coming in we see no great cause for the greatest medical remedy ever placed within the reach of suffering humanity. Thousands of rheumatic sufferers, now loudly proclaiming their praise for the wonderful discovery to which they owe their lives. Not only does it positively cure Consumption, but Coughs, Colds, Asthma, Bronchitis, Hay Fever, Hoarseness and all affections of the Throat, Chest and Lungs yields at once to its wonderful curative power. We do not ask you to buy a large bottle unless you know what you are getting. We therefore respectfully request you to call on your druggist, J. K. Lee, and get a trial bottle free of cost which will convince the most skeptical of its wonderful merits and show you what a real dollar size bottle will do. For sale by J. K. Lee.

At the conclusion of the lecture Dr. Holton fixed the date of the completion of the obelisk as 1831 B. C., and argued that it was begun by Thutmose III, the Pharaoh of the Israelites who was swallowed up by the Red Sea.

The use of one bottle of St. Jacobs Oil curing who who was very sick with rheumatism. This has given the medicine a great name in my neighborhood. S. P. Row, Franklin, Pa.

GREATEST REMEDY KNOWN. Dr. King's New Discovery for Consumption is certainly the greatest medical remedy ever placed within the reach of suffering humanity. Thousands of rheumatic sufferers, now loudly proclaiming their praise for the wonderful discovery to which they owe their lives. Not only does it positively cure Consumption, but Coughs, Colds, Asthma, Bronchitis, Hay Fever, Hoarseness and all affections of the Throat, Chest and Lungs yields at once to its wonderful curative power. We do not ask you to buy a large bottle unless you know what you are getting. We therefore respectfully request you to call on your druggist, J. K. Lee, and get a trial bottle free of cost which will convince the most skeptical of its wonderful merits and show you what a real dollar size bottle will do. For sale by J. K. Lee.

THE OBELISK'S STORY. AS TOLD BY COMMANDER HOLING-SYNTHE AND THE SILL OF THE ANCIENS.

New York Times, Jan. 11. Lieutenant-Commander Goringe, who has successfully brought the obelisk from its Alexandrian home to our Central Park, told the story of this Egyptian monument before the New York association for the advancement of science and art, in the Brick Church, at Fifth Avenue and Thirty-seventh street, last evening. Thirty-five centuries have passed, he said, since the obelisk was severed from its natural surroundings by the hand of man and wrought into its present form. On the banks of the Nile, about 650 miles from the sea, in an immense amount of granite, known as syenite, noted for its freedom from cracks, veins, or foreign substances, and the beautiful polish of which is unexcelled. An obelisk now standing at Heliopolis, five miles from Cairo, taken from this quarry, was erected more than 4000 years ago, and 4000 years ago a priest quarried from this place, and transported 600 miles, a shaft weighing 150 tons, which was so highly polished that the sun still remains to this day the most skillful workmen to reproduce the figures cut upon that shaft, and then give the surface such a lasting polish.

"On the base of the obelisk at Heliopolis," continued the speaker, "it is recorded that only seven centuries elapsed from the time she gave the order to quarry the stone to the date of its final completion. To me, this record means that the ancient Egyptians were possessed of mechanical appliances superior to those in use at the present day. By taking time enough, and employing men enough, there is hardly a limit to the weight that can be moved, but in the creation, transportation, that erection of an obelisk, the number of men is limited to comparatively a few, and I am quite sure that there is not a man living who would undertake in seven months, at the penalty of his life, to quarry, transport 600 miles, erect, carve and polish a granite shaft 120 feet long, weighing 350 tons, such as that of Queen Hatshepout at Karnak. I dwell on this fact so you may realize that in spite of the wonderful progress made in the mechanical arts in this country we are, perhaps, only a very threshold of the knowledge possessed by the ancient Egyptians thirty-five centuries ago. In my opinion, an obelisk is simply the representation of the creative power, it was unquestionably designed to stand before a temple; the proportions between its height and that of the wall or pylons, which it was to be erected in, were invariably such that from every point of view the pyramid of the obelisk was seen above the top of the temple. Obelisks were always erected in pairs; unfortunately, we have but one, and it is not reasonable to expect that we can get another from Egypt; in fact, I have good grounds for assuming that there is not the least hope of our getting another Egyptian obelisk unless we can buy one from the European residents of Egypt. But I can see no reason for not having another obelisk, cut out of the beautiful red granite of Connecticut, and erected on a neighboring knoll, on which there could be cut a brief historical record."

He had been requested, the speaker said, to write a detailed history of the obelisk for publication in a school book, but had declined. He then gave an extended account of the hieroglyphics, which have been fully deciphered, and gave some facts about Thutmose III., Ramesses, Thebes, Memphis, and Lucius Verus. "Thutmose was enabled to conquer Asia and Egypt, and to make the most powerful Asiatic Kingdoms. He built new temples and restored others that had been destroyed by the Asiatic conquerors. Among the latter was the temple of On at Heliopolis. Before that temple he erected a pair of obelisks, of which ours is one. I have a model of this temple, which is as interesting as the obelisk itself. It is the oldest model or plan in existence. It was found at Heliopolis by an ancient German archaeologist, who sold it to a Californian. The obelisk, which was purchased for \$50, during my absence in Egypt. I knew of the existence of this exceptionally interesting object, and on my return home promptly purchased it." Ramesses built a ship canal from the Mediterranean to the Red Sea, and thirty centuries before M. de Lesseps was born. This canal lasted for more than a thousand years, so it must be considered a success. Traces of it are to be seen.

"There is good reason for believing that the Exodus took place in the reign of Ramesses, and that he was the Pharaoh who was swallowed up in the Red Sea while in pursuit of the fugitive Hebrews. The biblical record is very clear, and does not state that the Pharaoh was drowned, and had been drowned it certainly would have been stated. There is no record, as in these, did not lead the van of the army. From an Egyptian standpoint there was nothing more remarkable in the flight of the Hebrews than there would be today in the flight of the Indians, but of remote interest to the inhabitants of the seaboard. There is nothing startling in the fact that the Hebrews were driven from Egypt, and that the Egyptians were drowned. A combination of low spring tides, with winds from certain directions, caused the waters of many estuaries, and notably those of the Red Sea, to flow out so as to leave dry passages across the sea. The Hebrews, who were followed by a sudden and great rise of the tide, from which there is no escape.

"Cleopatra had nothing to do with our obelisk. She died eight years before it was removed by the Romans from Heliopolis to Alexandria, and the obelisk was not in the hands of the Romans until the time of the emperor Augustus, which corresponds to the twenty-third year before Christ."

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THE USE OF ONE BOTTLE OF ST. JACOBS OIL CURING WHO WHO WAS VERY SICK WITH RHEUMATISM. This has given the medicine a great name in my neighborhood. S. P. Row, Franklin, Pa.

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